

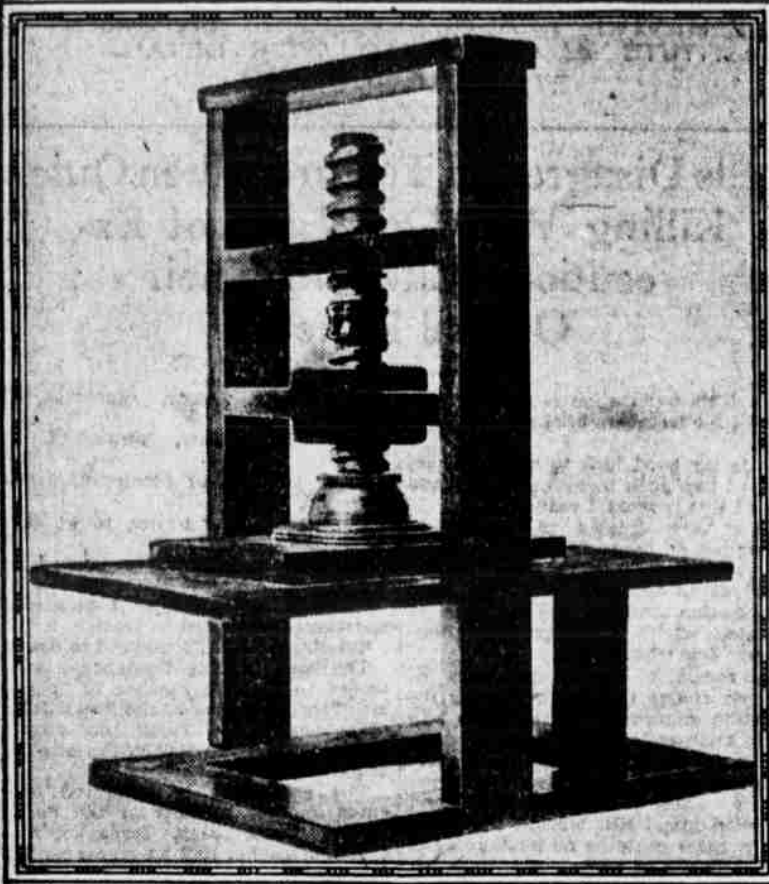
# Speeding Uncle Sam's Greatest of Home Development Agencies

## Secretary Lane Puts Schools and Unused Lands First in Reconstruction Programme of Interior Department

By ALBERT WHITING FOX.

NOW that the war is over, the time has come, in the opinion of men like Secretary of the Interior Lane, for the nation to turn its attention to the development and study of home affairs. The department of the Government of which Secretary Lane is the head is in itself one of the greatest institutions of the entire world, and it is essentially an American institution that stands for the welfare and progress of the individual and the happiness of the American people as a whole. To focus public attention on this department, an educational exposition of its work, its war activities, its reconstruction plans will be staged in the department building beginning May 19. It will continue for two weeks and the public is

Secretary Lane is following the traditions of his Department. The very formation of the Department of the Interior in 1849, or the Department of the Home, as it was then called, was due to the discovery that the Federal Government up to that time had spent \$700,000,000 for purposes of military aggression or defence, while less than \$1,000,000,000 had been spent for all the home activities of the nation. The expenditures seemed out of proportion, and Congress decided that something should be done to promote the arts of peace and production whereby nations are subordinated, civilization advanced and happiness secured. On March 3, 1849, a little more than seventy-one years ago, Congress passed the act creating the Home Department, or Interior Department. What is the Interior Department? is a question often frankly asked by the average citizen. Through the multiplicity of its activities and the haphazard adding of bureaus from time to time, many per-



A MODEL of the FIRST PRINTING PRESS. INVENTED BY GUTENBERG in 1440.

invited to attend and see for itself what some of the marvels of home industry are.

"Throughout the war," Secretary Lane says, "I sought to learn the significance of its larger phases as affecting our national life with relation to the industries of this office, and I believe that some of these ills which have fallen upon other lands may, in some part at least, be kept from our doors by the development of policies which are already in a small way being carried out by this department."

### Lane's Chief Aims.

"One of these policies is that our schools shall be made to serve more completely America as a nation. The other policy is that the lands of this country shall not lie unused. Both may be included in the meaning of the word 'Americanization'—for one makes for the development of more helpful American citizens and the other makes for the development of more servicable American acres. For the intensification and extension of these two policies I would make earnest appeal that the high advantages of freedom which we have championed may be fully realized."

In his Americanization policy Sec-

sons throughout the country have had a rather confused idea of the real purposes of this great department, which costs the people more than \$200,000,000 a year and employs more than 21,000 persons.

The department comprises virtually all the Government bureaus which have to do directly or indirectly with the making and the progress of the home. The Reclamation Service, which turns undeveloped lands into fertile soil upon which homes may be built; the education of illiterates, which makes useful occupants for the homes; the Patent Office, which applies American genius and ingenuity to the home; the Geological Survey, with its experts and engineers, which develops the country for the home; the Bureau of Mines, which supervises procurement of the hidden resources for the home—these in a general way are branches which work together under one head. Even the far-flung territorial affairs of Alaska and Hawaii are under the care of Secretary Lane.

### Practical Results.

Study of any single one of these branches shows practical results promised or achieved. For example, there are now approximately 5,500,000 persons in the United States over ten years of age who can neither read nor write. At first blush it would seem

that to educate this large sized army, including more than a million children, formed a gigantic national charitable enterprise in which the nation pays the bill for the sole benefit of the needy. But in reality this is not exactly true. Estimates show that the productivity of the individual is increased about 50 cents a person by the educational process of teaching him to read and write. This amounts to about \$900,000,000 increased productivity a year to the nation.

Thus, when we see the country library, circulating in the little, out-of-the-way towns, bring education to the people unable otherwise to procure it, the idea is to help the nation by helping the individual. Likewise in the turning of deserts into profitable farms, one of the big activities of the department, another example is shown of helping the individual to help the nation as a whole. "Farms for soldiers" has now become one of the latest slogans and with reference to it Secretary Lane says:

"There can be no surer insurance for the nation than to put its men upon the soil, and there can be no wiser investment than a nation can make than to add to its territory by taking from desert and waters and desolation land that is now useless."

### American War Inventions.

The development of American inventive genius is a chapter in itself in the activities of the Interior Department. The lid is now off so far as secrecy concerning American war inventions is concerned and the results show that 2,406 of the hundreds of thousands of suggestions received during the war had sufficient merit to be pursued. After expert analysis and sifting 95 of these were turned over to the Invention Section of the General Staff for use. 20 were given to the Council of National Defence, 5 went for the use of the United States Shipping Board, 60 to the Naval Consulting Board, 78 to the Army and Patent Board, 31 to the advisory committees on aeronautics, 17 to the Army Bureau of Ordnance, 6 to the Quartermaster-General, 2 to the War Industries Board, 5 to the Navy Department, 2 to the Surgeon-General's office and 6 to Major Decker, U. S. A., having charge of inventions in France.



SECRETARY FRANKLIN K. LANE OF THE DEPARTMENT OF THE INTERIOR

Strangely enough, one of the valuable suggestions came written in German and was turned over as a highly auspicious document. Twenty-five suggestions came in the Polish language and one in Russian. Three ideas of value were sent from Mexico, one from Australia, one from New Zealand and one from Yucatan. But in this case and in the past the

many of inventive work are the following:

Steam engine.....British  
Printing (movable type).....German  
Sewing machine.....American  
Telegraph.....American  
Gas engine (explosive).....German  
Phonograph.....American  
Wireless.....Italian  
Aeroplane.....American  
Kinetoscope.....American  
Photography.....French

An interesting feature of the exposition which Secretary Lane will stage will be a collection of models of such inventions as the first automobile, the first locomotive, the first typewriter, the first sewing machine, the first printing press, the first cotton gin.

Procurement of the patents taken out in connection with these epoch-making inventions which revolutionized the entire world show that the inventors in their claims or even in their wildest dreams had no conception of what value their work was to be to the future. By comparing claims with actual results one would say that the chief fault of the American inventor is that he is not sufficiently given to boasting of what his exploits may mean.

### The First Auto Patent.

The first automobile, for example, was patented by George B. Selden on November 5, 1895. His application begins like this:

"To all whom it may concern: Be it known that I, George B. Selden, a citizen of the United States, residing at Rochester, in the County of Monroe, in the State of New York, have invented an improved road engine, of which the following is a specification."

Mr. Selden then proceeds to predict what his road engine will do and what effect it will have on the life of the nation.

"The object of my invention," he says, "is the production of a safe, simple and cheap road-locomotive light in weight, easy to control, and possessed of sufficient power to overcome any ordinary inclination."

Mr. Selden then pointed out that his road engine had the advantage of not having the great weight of the boiler, engine, water and water tanks, and was minus the complicated apparatus which necessitated the attendance of a skilled engineer to prevent accidents, etc. He predicted he had a

## America's Inventive Genius Stands Out in Exhibit to Show Department's Purposes, Achievements and Plans

road engine which could travel over ordinary roads, but he made no boast of being able to travel fast or to do more than progress over ordinary roads having "ordinary inclinations." He prided himself on the fact that his engine would differ little in appearance from the ordinary carriage and would not be much heavier and could be managed by a person of ordinary skill. By comparing his model and his predictions with what has actually happened in less than twenty-five years, it cannot be said that he overestimated what his invention might mean to the future.

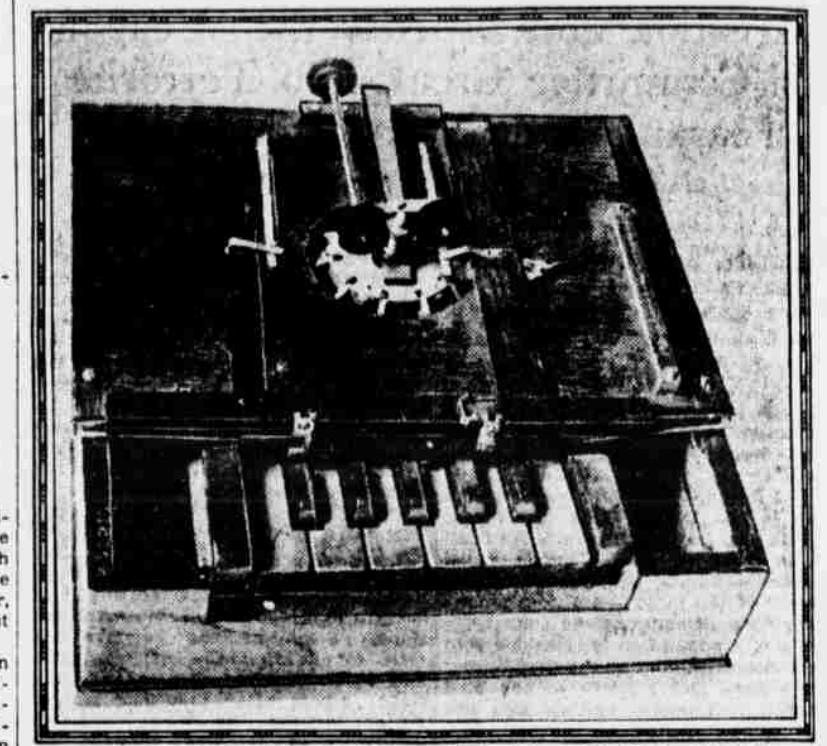
The first typewriter, which looks like a toy piano, was patented by C. L. Sholes, C. Glidden and S. W. Soule on June 23, 1868. They were from Milwaukee, and made no claims to have achieved anything more than to have provided a complicated apparatus which would if properly manipulated write. The instructions they gave for operating the machine cover four solid pages of closely printed type on the Patent Office form.

The patent for the first Baldwin locomotive, taken out by Matthias W. Baldwin of Philadelphia on Aug. 25, 1842, makes the simple claim that he has invented an engine with the wheels so arranged that it will stay on

operation. This device, so delicate that it is declared the dropping of a pin in a closed room is like the tearing of Niagara, is to be used by the miners following an explosion in a mine. A further development in the making is a proposed international code of rappings which will enable the entombed men to "talk" through the solid earth.

The now famous gas mask, which was perfected by Bureau of Mines men in cooperation with the army, will be shown and an attempt will be made to explain its limitations in its peace use, enthusiastic returning soldiers being inclined to ascribe the miraculous to it.

Another part of the exhibit will give the autobiography of a shrapnel shell, showing the minerals required for its manufacture and following each step until the finished product is reached. The war minerals, said to constitute the only language the enemy could understand, will be shown and the dramatic story of the supplying of these minerals by the mining industry will be told. The methods of the American oil drillers by which they were able to send a continuous stream of liquid fuel to the war zone will be shown by working models. That the war has made some funda-



THE FIRST TYPE-WRITER, WITH THE PIANO-KEYS INDICATING PERHAPS THE INVENTOR'S IDEA OF MAKING TYPE-WRITING A LADY-LIKE JOB. PATENTED IN 1868.

tracks going round a curve. He discusses how he proposes to convert the wheels into driving wheels by means of coupling rods, and in a few hundred words tells the entire story of the invention which has given us the locomotives operating now in all parts of the world.

A model of the first printing press, invented by Gutenberg in 1440, will be shown at the Interior Department, and like the inventor's model of the Whitney cotton gin, the device that perhaps changed the entire economic status of the South and led to worldwide changes. Eli Whitney, a school teacher, patented his invention in 1794 without realizing its full value.

### War Inventions.

Because of the demonstrations of American inventive genius it is expected that there will be keen interest in the remarkable inventions which aided in winning the war. How superstitious, death dealing gases were developed to combat the cruelties of the enemy will be explained and strange devices to detect the presence of the enemy will be shown. The telephone, a unique listening device which was invented by the French to detect enemy tunneling and turned over by the French to the Bureau of Mines and War Department for further development, will be shown in

mental changes in the methods of doing big things will be shown in the exhibit arranged by the Geological Survey. This organization is already using the airplane in making topographical maps and expects that this branch of the work will grow rapidly, as this use of the airplane has already resulted in better maps than were possible through the old way. All of this has been developed during the war when the airman flew over enemy territory and photographed the country, turning their results over to the Survey men who developed the maps.

New twentieth century methods of dealing with the American Indians will be shown by the Indian Office. The remarkable progress made by the Indian in the improvement of his housing conditions, his adaptation of civilian dress and the customs and habits of civilized life in general will be illustrated. The point will be made that the Indian is no longer a liability to his country but rather an important industrial asset, that he produced foodstuffs last year valued at more than \$9,000,000, and that he owns live stock worth more than \$37,000,000.

The Indian soldiers' record in the war is the pride of the Interior Department. More than 10,000 of these original Americans were in the ranks and proved the highest type soldiers.

# The Modern Westward Ho Makes a Romantic Voyage of Mercy

THIS isn't the Westward Ho, you know, the ship made famous by Charles Kingsley in his account of the gay little band of adventurers who set sail on their fanciful quest to the Spanish Main.

No, this is a present day story of romance and adventure, smacking of the sea salt, but woven of clear fact rather than of fancy. In short, this is the story of one of Uncle Sam's own vessels named the Westward Ho, and now safely docked at her pier in the East River after having borne a cargo to Poland more carefully guarded and precious than the Queen of Sheba's own jewels.

When this cargo was unloaded in Danzig and was shipped by rail into the interior of Poland it was preceded and flanked by machine gun sections, and every car was guarded by four to twelve soldiers with fixed bayonets. Were ever a queen's jewels more carefully guarded from bandits than this?

Wherever these trains stopped in Poland they were hailed by cheering throngs. When at last they reached Warsaw crowds of people flocked to the station to see them. Standing there, most of them barefooted and in scant, ragged clothing, they watched these cars unload, and as they watched a ray of hope brightened their wan faces and shouts of joy came from lips that for over four years had known nothing but anguish.

"God Bless America," exclaimed Count Harodyski, who saw these trains bearing the cargo of the Westward Ho acclaimed by the populace; "this is the first time a nation ever made a promise to Poland and kept it!" But we are getting along too far in

the story. To begin at the very beginning, one must first be introduced to Capt. Charles Boettger, who commanded the gallant crew of merrymen on the Westward Ho from New York harbor on January 26.

For twenty-seven years Capt. Boettger has sailed the seas under the American flag. During the war he was in command of a mine division, carrying mines to Glasgow. Mrs. Boettger was born in Poland, and her parents when last heard from lived in Warsaw. But that was before the German wall of steel shut down over the little country and cut it off from the outside world. Since the war Mrs. Boettger has not heard from her aged parents.

So with the Stars and Stripes flying and the cheers of the little group of friends on the pier the Westward Ho was off on her romantic voyage of mercy—romantic because she was the symbol of the first helping hand of the New World outstretched to help the Old World, fallen and suffering from the ravages of the war.

In the hold of the Westward Ho was stowed a \$2,225,000 cargo of rye and barley flour, lard, condensed milk, cottonseed oil, pork and beef products and shoes.

A precious cargo, that, and paid for every cent by the Polish Relief Society and by the Joint Committee for the Relief of Jewish Sufferers in the war. What is more, most of this sum of over \$2,000,000 had been raised by our foreign born Americans. The funds had been raised in response to Mr. Hoover's appeal that, although the American Relief Administration through government funds could supply rations to the Polish people that could keep body and soul together, many of them, and especially the

## Capt. Boettger Runs Into Fiercest Storm in 27 Years but Takes Good Ship Safely Through With \$2,225,000 Cargo of Supplies for Starving Polish People

women and children, needed additional care and supplementary supplies must come from the hand of charity.

The voyage over was an eventful one for the Westward Ho. Four days

out she ran into the teeth of a storm that nearly sent her precious cargo to the bottom of the sea.

"For five days and nights I never left the bridge or had either sleep or food," Capt. Boettger said in describ-

ing it. "It was the heaviest sea I had ever experienced in all my twenty-seven years of seafaring. The storm left us with our starboard considerably smashed and two of our sailors with bad fractures from having

been thrown by the roll of the ship."

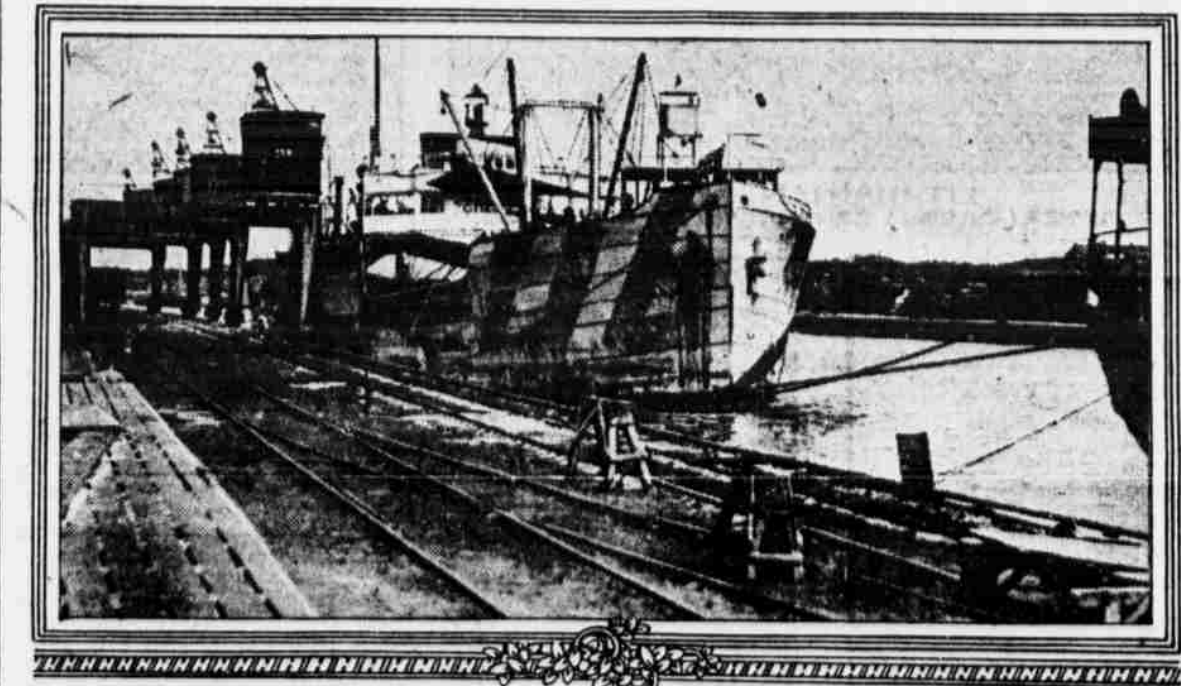
By the time the Westward Ho nosed her way down the Kiel Canal the damage done her by the storm had been repaired and her two wounded sailors were on the road to recovery. For four years and a half this canal had been bottled up by the German submarines. The Westward Ho was the first ship to go through it after the signing of the armistice.

### A Sight for the Germans.

As the canal is very narrow and necessitates slow going, the German people who flocked to the banks to see the Westward Ho could almost touch its sides. What were their thoughts as they watched her pass, still wearing her war coat of camouflage, with the Stars and Stripes proudly fluttering from her mast, and stowed in her hold a \$2,225,000 cargo of food and clothing for the Polish people?

"Well, in my opinion," said Capt. Boettger in answer to the question, "ninety-nine out of every hundred of those German men, women and children who watched us go by were wishing that the American food and clothing we carried was going to them. It is no doubt that the German people are hungry. Their complexions have turned an unhealthy yellow, due, they say themselves, to the straw and other unwholesome substitutes that were put in their war bread."

To the many questions of the Germans in Danzig as to when America was going to give them food, Capt. Boettger's answer was always the same. Incidentally he voiced the policy of the American Relief Administration



The WESTWARD HO...

and the sentiment of the whole American people.

"America is not going to give you any food," Capt. Boettger always replied. "America will give food to those who have suffered undeservedly in the war and must be helped now by charity. But it is not according to the code of honor of the American people to starve your women and children. You can get American food for them by buying and paying for it through the ordinary commercial channels. But remember America does not give you a single crumb."

At the present time the Westward Ho is at her loading berth in New York harbor taking on another cargo of food and clothing, worth over

\$2,000,000 and paid for by the joint distribution committee for relief of Jewish war sufferers and the Polish Relief Society. This cargo like the first one will be distributed in Poland to Jews and gentiles alike by the American Relief Administration.

Much of the 5,000 tons of clothing that is being stowed away in the Westward Ho for this, her second trip, has been given by the Polish Americans who contributed their civilian clothes when they entered the army. Also nearly every Polish mother in this country who has lost her son in the war has taken pride in giving her dead boy's clothing to be sent to the relief of those unfortunate ones in the mother country.

## Bird's-Eye Maple Explained

WHAT makes the bird's-eye maple? That is a question which you have asked yourself when you looked at a beautiful piece of furniture made of this wood, says the American Forestry Association of Washington, D. C., which is campaigning for the planting of memorial trees. There have been a number of theories, but the real reason is simple.

The favorite theory has been that sap-suckers, by pecking holes through the bark of young maples, use sawdust which produces the bird's-eye figure in the wood during succeeding years. Bird pecked hickory is often cited as an analogous case, yet who ever saw bird's-eye figures in hickory, though the bark may have been perforated like a colander by the bills of voracious sap-suckers? The effect in the case of hickory is the opposite of bird's-eye in maple; the wood is discolored and unsightly. Some attribute it to the action of frost, but no such

connection between cause and effect has been shown to exist.

The explanation of the phenomenon is simple and a person with a good magnifying glass can work it out for himself. The bird's-eye figure is produced by casual or abnormal buds which have their origin under the bark of the trunk. The first buds of that kind may develop when the tree is quite small. They are rarely able to force their way through the bark and become branches, but they may live many years just under the bark, growing in length as the trunk increases in size but seldom appearing on the outside of the bark. If one such bud dies another will likely rise near it and continue the irritation which produces the fantastic growth known as bird's-eye.

It is said the Japanese produce artificial bird's-eye growth in certain trees by inserting buds beneath the bark. The Field Museum, Chicago, has a sample of what is claimed to be artificially produced bird's-eye wood from Japan.